

JUNE 2011



PREPARED FOR:  
**City of Seal Beach**  
211 Eighth Street  
Seal Beach, CA 90740

PREPARED BY:  
**RBF Consulting**

PUBLIC REVIEW DRAFT

# Department of Water and Power Specific Plan Amendment

## INITIAL STUDY/ ENVIRONMENTAL CHECKLIST



**PUBLIC REVIEW DRAFT  
INITIAL STUDY/ENVIRONMENTAL CHECKLIST**

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**Department of Water and Power Specific Plan  
Amendment**

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**LEAD AGENCY:**

**City of Seal Beach**  
211 8<sup>th</sup> Street  
Seal Beach, California 90740  
**Contact: Mr. Mark Persico, AICP**  
**Director of Development Services**  
562.431.2527

**PREPARED BY:**

**RBF Consulting**  
14725 Alton Parkway  
Irvine, California 92618  
**Contact: Mr. Glenn Lajoie, AICP**  
**Mr. Eddie Torres, INCE, REA**  
949.472.3505

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## 1.0 INTRODUCTION

The proposed Department of Water and Power (DWP) Specific Plan Amendment (herein referenced as the "project") is generally bounded by Marina Drive to the north, 1<sup>st</sup> Street to the east, the Rivers End Cafe/beach parking lot to the south, and the San Gabriel River to the west. The proposal would result in grading of the 10.7-acre site and installation of appropriate infrastructure in order to allow for future development of residential and open space/passive park uses. The proposed DWP Specific Plan Amendment is intended to provide a clear framework for future development and improvements at the project site. A General Plan Amendment, Zone Change, DWP Specific Plan Amendment, Redevelopment Plan Amendment, Tentative Tract Map, and Lot Line Adjustment are required. Refer to Section 2.0, *Project Description*, for a detailed description of the proposed project.

Following a preliminary review of the proposed project, the City of Seal Beach has determined that the project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the potential direct, indirect, and cumulative environmental effects associated with the proposed project.

### 1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Section 21000 - 21177), this Initial Study has been prepared to analyze the proposed project in order to identify any potentially significant impacts upon the environment that would result from construction and implementation of the project. In accordance with Section 15063 of the *CEQA Guidelines*, this Initial Study is a preliminary analysis prepared by the Lead Agency, the City of Seal Beach, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration or Environmental Impact Report (EIR) would be required for the proposed project. The purpose of this Initial Study is to inform the City's decision-makers, affected agencies, and the public of potential environmental impacts associated with construction and implementation of the proposed project.

Following completion of the Initial Study, the lead agency makes a formal determination as to whether the project may or may not have significant environmental impacts. A determination that a project may have less than significant effects would result in the preparation of a Negative Declaration. A determination that a project may have significant impacts on the environment would require the preparation of an EIR to further evaluate issues identified in this Initial Study.

Based upon the potential environmental effects identified in this Initial Study, the City will require the preparation of an EIR to further evaluate issues identified. Therefore, this Initial Study and Notice of Preparation (NOP) serve as part of the scoping process. As indicated in Section 3.3, *Lead Agency Determination*, the Lead Agency has determined that the proposed project may have a significant effect on the environment and that the preparation of an EIR is required.

The Initial Study and NOP will undergo a 30-day public review period. The Initial Study and NOP will be mailed to responsible agencies and the State of California Office of Planning and Research, State Clearinghouse and Planning Unit at that time, and will be available for review by members of the public. During this review, comments by the public and responsible agencies on the project relative to environmental issues are to be submitted to the City of Seal Beach. The City will review and consider all comments as a part of the project's environmental analysis, as required in Section 15082 of the *CEQA Guidelines*, as amended. The comments received with regard to this NOP and Initial Study will be included in the project environmental document, for consideration by the City of Seal Beach.



## 1.2 PURPOSE

Section 15063 of the *CEQA Guidelines* identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

## 1.3 CONSULTATION

In accordance with Section 15063 of the *CEQA Guidelines*, as soon as the Lead Agency has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies on the environmental documentation to be prepared for the project. Following receipt of any written comments from those agencies, the City of Seal Beach will consider any recommendations of those agencies in the formulation of the preliminary findings. Following execution of this Initial Study, the City will initiate formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

## 1.4 INCORPORATION BY REFERENCE

The following references were utilized during preparation of this Initial Study, and are incorporated into this document by reference. These documents are available for review at the City of Seal Beach Development Services Department, located at 211 8<sup>th</sup> Street, Seal Beach, California 90740.

- *City of Seal Beach General Plan (December 2003)*. The *City of Seal Beach General Plan* (General Plan) is the long-range planning guide for growth and development for the City of Seal Beach. The General Plan has two basic purposes: (1) to identify the goals for the future physical, social, and economic development of the City; and (2) to describe and identify policies and actions adopted to attain those goals. It is a comprehensive document that addresses seven mandatory elements/issues in accordance with State law. These elements include Land Use, Circulation, Conservation, Open Space, Noise, and Safety. Other optional issues that affect the City have also been addressed in the General Plan. The General Plan was utilized throughout this document as the fundamental planning document governing development at the project site. Background information and policy information from the General Plan is cited in several sections of this document.
- *City of Seal Beach Municipal Code* (dated December 2004, revised 2010). The *City of Seal Beach Municipal Code* (Municipal Code) consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. The City Zoning Code, Title 11 of the Municipal Code, identifies land uses permitted and prohibited according to the zoning category of particular parcels. The Building Code (Title 9, Chapter 9.60) specifies rules and regulations



for construction, alteration, and building for uses of human habitation. Title 10, Subdivisions, is also regulated within the City's Municipal Code.

- City of Los Angeles Department of Water and Power Specific Plan (March 1996). The DWP Specific Plan was prepared to provide for the classification and development of portions of parcels of land as a coordinated comprehensive project to take advantage of the superior environment which can result from integrated community planning. The concepts, regulations, and conditions established by the DWP Specific Plan are intended to provide for open space and visitor serving land uses and development standards created specifically for selected portions of the DWP property.

The DWP Specific Plan functions as both a ministerial and regulatory document in providing for the systematic means of executing the City's General Plan. The DWP Specific Plan provides the opportunity to combine the concepts, procedures, and regulations of numerous documents into one. Those documents include the *Redevelopment Plan* for the portion of the Riverfront Redevelopment Project, which falls within the Specific Plan for the site. The DWP Specific Plan establishes the type, location, intensity, and character of development to take place, while providing for creative and imaginative community design concepts (which are preferred in dealing with unique site conditions). Alternative zoning regulations, development standards, and other regulations have been incorporated into the DWP Specific Plan in return for increased development sensitivity and community amenities to serve the present and future residents of the City.

- City Council Policy 600-11, CEQA Evaluation – Short Term Construction Related Noise Impacts (December 2005). The City Council adopted this policy document in December 2005. The purpose of this document is to establish procedures for conducting environmental analysis of short-term construction-related noise impacts and to establish standard mitigation measures.



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## **2.0 PROJECT DESCRIPTION**

### **2.1 PROJECT LOCATION**

The City of Seal Beach (City) is located along the southern California coastline, in the northwestern portion of Orange County; refer to [Exhibit 2-1, \*Regional Vicinity\*](#). The project site consists of a 10.7-acre site formerly utilized by the Los Angeles Department of Water and Power (DWP) for power plant facilities and operations. The project site is generally bounded by Marina Drive to the north, 1<sup>st</sup> Street to the east, the Rivers End Cafe/beach parking lot to the south, and the San Gabriel River to the west; refer to [Exhibit 2-2, \*Local Vicinity\*](#).

Regional access to the site is provided via Interstate 405 (I-405), Interstate 605 (I-605), and State Route 22 (SR-22), all approximately 2.5 miles to the northeast. Pacific Coast Highway (PCH) is located approximately 0.5 mile to the northeast. The primary local roadways providing access to the site are Marina Drive and 1<sup>st</sup> Street. Surrounding land uses include multi-family residential uses to the north; the Marina Community Park and single-family residential uses to the east; vacant land, the Rivers End Cafe/beach parking lot, and a public beach area to the south; and the San Gabriel River and associated bike trail to the west.

### **2.2 BACKGROUND AND HISTORY**

The subject site has a long history of use as a power generating station, dating back to 1925, when Los Angeles Gas & Electric constructed a facility on portions of the site. In 1936, Los Angeles Gas & Electric sold the facility to the City of Los Angeles. The City of Los Angeles operated the power plant for several years before decommissioning the facility in 1966. The power plant was demolished in 1967. In the mid-1980's, the site underwent environmental cleanup and remediation and was re-graded.

In 1977, the City, with the assistance of the California State Coastal Conservancy, undertook an extensive community planning process that explored reuse options for the property. The City of Los Angeles Department of Water and Power Specific Plan (DWP Specific Plan) was formally adopted by the City in November 1982. That Plan established the primary uses of the site, which included a 300-room hotel and open space/parkland. The DWP Specific Plan also established regulations and conditions intended to provide for open space and visitor serving land uses. Development standards were also created specifically for selected portions of the property. The Specific Plan was amended in January 1996 to reduce the hotel use to a maximum of 150-rooms.

In 2003 the Los Angeles Department of Water and Power (DWP) sold the property to Bay City Partners, LLC (BCP). BCP's current proposal involves grading of the property and construction of appropriate infrastructure in order to allow for the future development of residential and open space/passive park uses (the subject of this Initial Study).

### **2.3 PURPOSE OF THE SPECIFIC PLAN AMENDMENT**

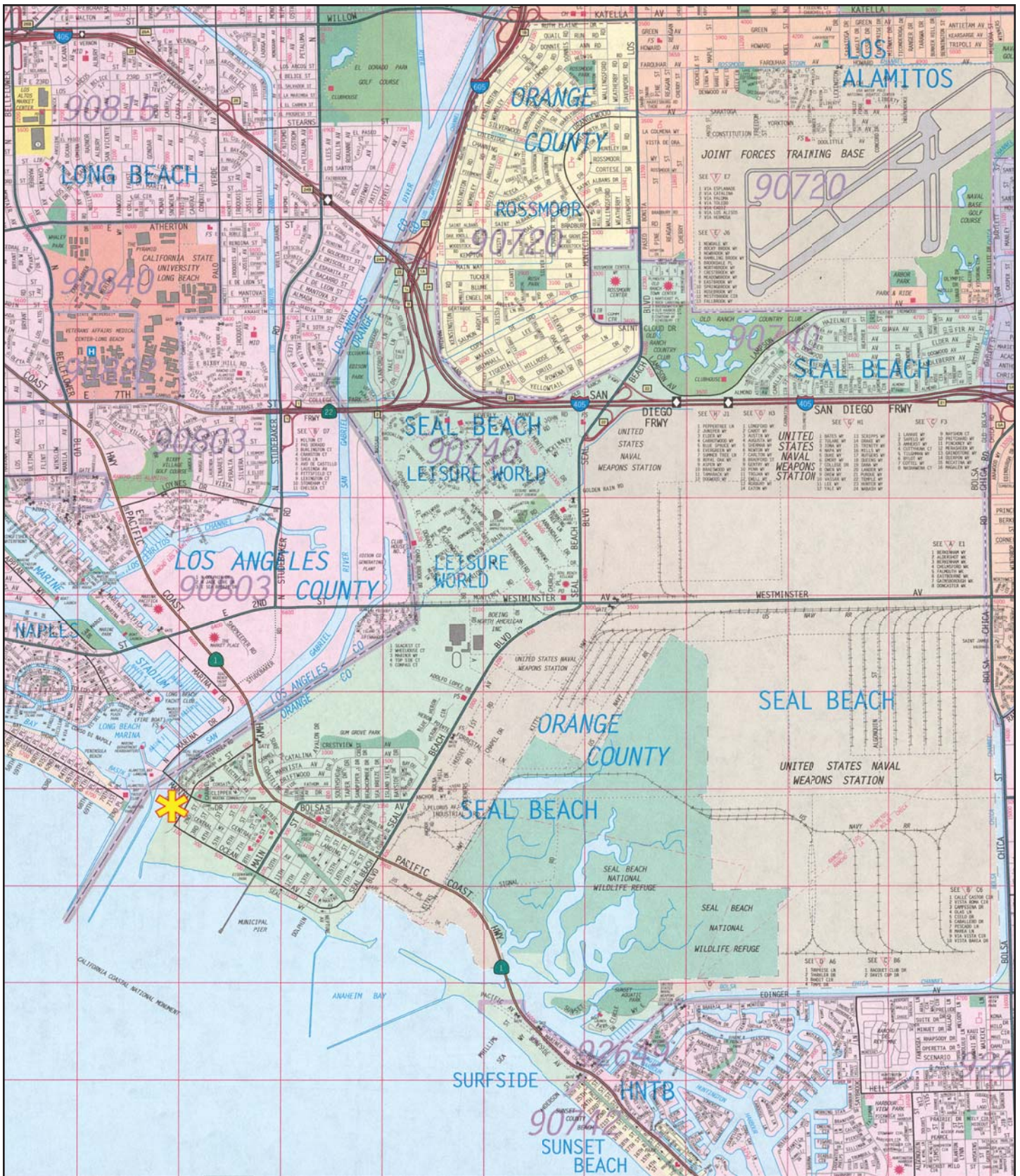
The proposed Specific Plan Amendment is intended to provide a clear framework for future development and improvements at the project site. The proposal would require a General Plan Amendment, Zone Change, DWP Specific Plan Amendment, Redevelopment Plan Amendment, Tentative Tract Map, and Lot Line Adjustment.



## Regional Vicinity

## Exhibit 2-1





Source: 2006 Thomas Bros Orange County Maps, 796, 797, 826, and 827.

✱ - Project Site

NOT TO SCALE

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INITIAL STUDY  
DEPARTMENT OF WATER AND POWER SPECIFIC PLAN AMENDMENT

**Local Vicinity**

**Exhibit 2-2**





The General Plan Amendment, DWP Specific Plan Amendment and Zone Change, if approved, would allow the property to be developed for residential uses. The Tentative Tract Map and Lot Line Adjustment, if approved, would allow the property to be subdivided into single family parcels. The proposed amendments are intended to address aspects of each policy document that are not consistent with the proposed project, as described below.

### **General Plan**

The *City of Seal Beach General Plan* (General Plan), Planning Area 1 Land Use Map, designates the project site as Open Space. However, the General Plan Land Use Element text refers to this area as the DWP Specific Plan. Additionally, the General Plan text notes that in 1996 the City revised the DWP Specific Plan to limit the northern portion of the DWP site to visitor-serving uses and the southern portion to open space. The project proposes an amendment to the Land Use Element of the General Plan in order to allow for the development of single-family residential uses at the project site.

### **Zoning/DWP Specific Plan**

According to the City Zoning Code, the project site is zoned SPR (Specific Plan Regulation) and SC (Service Commercial). Specific uses and development standards are dictated by the DWP Specific Plan. The 1996 DWP Specific Plan, which is the current land use plan for the site, designates the land south of Central Way as Public Open Space / parkland with the balance of the site designated as Visitor Serving Uses, with a 150-room hotel and related uses. Implementation of the proposed project would change the site designation in order to allow for the development of residential and park/open space uses.

The Specific Plan Amendment will also modify the boundaries of the Specific Plan by adding approximately 4,500 square feet (0.10 acres) to the specific plan. The Zone Change will affect the same area by changing the zoning from SC (Service Commercial) to SPR (Specific Plan Regulation); refer to Exhibit 2-3, Site Plan.

### **Redevelopment Plan**

The Redevelopment Plan Map and text designate the approximate 10.7-acre property as Commercial/Park or undesignated. A Redevelopment Plan Amendment would be required in order to allow the northern approximate 4.3 acres of the project site to be developed with single-family residential uses.

## **2.3.1 PROJECT OBJECTIVES**

The objectives of the proposed project include the following:

- To create a high-quality residential project that preserves the public views of the water.
- To design and build a residential neighborhood that extends the existing urban form of the Old Town Neighborhood by replicating street layout, lot patterns, and building form.
- To enhance the open space and recreational opportunities for the residents of Seal Beach.
- To preserve public access to the beach through continued use of the San Gabriel River Bike Trail and 1<sup>st</sup> Street Beach Parking Lot.
- To incorporate sustainable design and construction practices to the greatest degree practical.



## **2.4 PROJECT CHARACTERISTICS**

The proposed project involves amendments to the 1996 DWP Specific Plan that would allow for the development of a 48-lot residential development. The residential uses would be located on the northern approximate 4.3 acres of the project site. BCP would construct the project in one phase, which would include the finished pads and all infrastructure necessary to serve the new residential project. Residential units would be developed individually by homeowners as custom homes, depending on market conditions and demand. Maintenance of streets, common landscaped areas, and major infrastructure will be funded through the Community Facilities District Act (i.e., Mello-Roos).

### **Residential Uses**

The proposed Specific Plan Amendment would change the permitted use of the northern approximate 4.3 acres from visitor-serving (i.e., hotel, restaurant, and related retail) to residential uses. The proposed residential uses would follow the same zoning and development standards as Old Town, which is Residential High Density - 20 (RHD). However, the zoning of the entire site, 10.7 acres, would remain SPR (Specific Plan Regulation).

The proposed lots would generally reflect the development pattern of Old Town Seal Beach, with a minimum permitted lot width of 25 feet by 100 feet, although the majority of the lots would be 25 feet by 108 to 110 feet. Housing types would consist of a mix of alley and street loaded garages.

BCP has submitted a 48-lot "Project Plan"; refer to [Exhibit 2-3](#).

### **Lot Line Adjustment**

Project implementation would require a lot line adjustment at the northwestern corner of the project site. The proposed lot line adjustment would allow for development of the proposed Tentative Tract Map No. 17425. The lot line adjustment would adjust the project acreage from 4.3 acres to 4.4 acres for the residential portion of the Specific Plan area.

### **Architectural Design**

While the project does not involve construction of the single-family dwellings within the new subdivision, future builders and owners would be bound by a set of architectural standards to be adopted as part of the project. The standards would require new dwellings to be consistent with the architecture found in Old Town. A zoning overlay regulation is also proposed that would impose a 25-foot height limit for residential units.

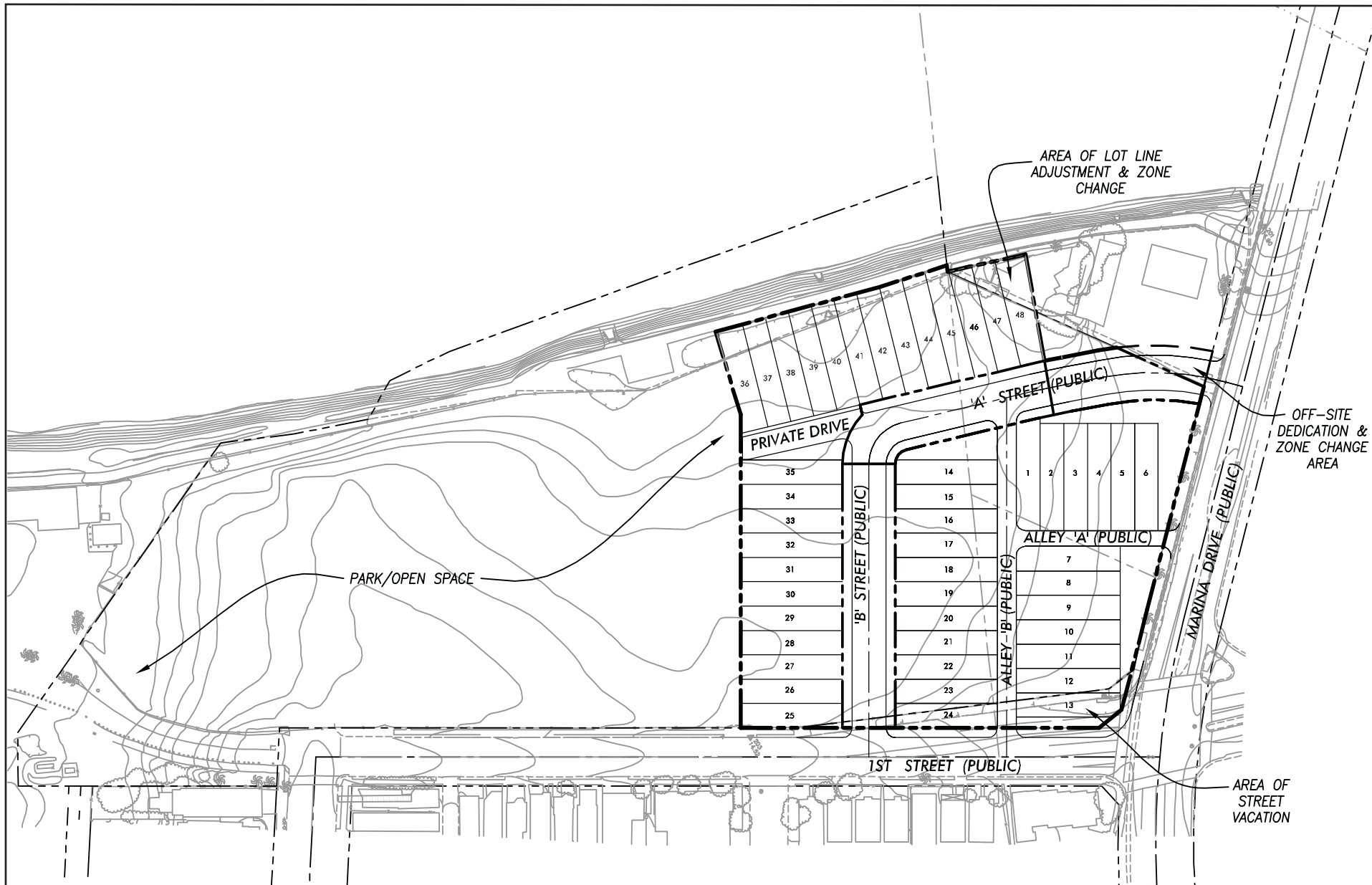
### **Open Space**

The proposed project includes approximately 6.4 acres of open space/parkland, in addition to the residential uses discussed above. The DWP Specific Plan Amendment would revise the open space area from 70 percent to 60 percent within the Specific Plan. Proposed park uses would include, but not be limited to, natural areas with trails, passive turf areas, and neighborhood-serving play areas (e.g., tot lots).

### **Landscaping**

Landscaping would be similar to other planting found in Old Town (combining ornamental plant material with native plantings). The project would have a traditional curb/gutter, planted parkway, and sidewalk configuration that matches the design throughout the majority of Old Town.





Source: Fuscoe Engineering, June 2011.

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DEPARTMENT OF WATER AND POWER SPECIFIC PLAN AMENDMENT

**Site Plan**

**Exhibit 2-3**



## **2.4.1 INFRASTRUCTURE/PUBLIC UTILITIES**

Procurement, development, and construction of infrastructure improvements would be required. Necessary utilities include, but are not limited to: water distribution system, wastewater system, storm water conveyance system, dry utilities (e.g., electricity and natural gas), and roads and sidewalks. The streets, alleys, and infrastructure all would be constructed to City standards and be dedicated to the City when the Final Tract Map is recorded.

### **Vehicular and Pedestrian Access**

The proposed streets would provide a 56-foot right-of-way, as required by City standards. The proposed alleys would be 16 to 20 feet wide. A private drive serving lots 36 through 40 is proposed. Although the drive would be constructed to private street standards, it would be open to the public.

### **Water Distribution and Wastewater Conveyance**

The project site would connect the proposed water pipelines (located within proposed on-site street) to a proposed 8-inch water pipeline located within 1<sup>st</sup> Street, which would connect to four existing 12-inch water pipelines within Marina Drive. The proposed sewer pipelines (located within the on-site streets) would connect to an existing 8-inch sewer pipeline located in Central Way and the alley between 1<sup>st</sup> and 2<sup>nd</sup> Street.

### **Storm Drainage Conveyance**

The proposed storm drain system would be constructed to follow the existing ground slope. The terrain is moderately flat, sloping northwest to southeast at an approximate one percent slope. The project proposes to retain runoff on-site through a series of on-site basins and underground storage techniques. On-site water quality would be largely obtained through bio-retention techniques involving Filterra style systems or bio-cells along the street areas, in conjunction with catch basins. It should be noted that no storm drainage for the proposed residential lots would be conveyed across the proposed park/open space area on-site.

### **Street Vacation**

The project would vacate a portion of existing street right-of-way located at the northeast corner of the site, along 1<sup>st</sup> Street. The right-of-way proposed for vacation totals approximately 7,000 square feet.

## **2.4.2 PHASING**

Project grading is anticipated to occur in one phase and would include the finished residential pads. Basic infrastructure (including streets, parkways, curbs, gutters, sidewalks, and water and sewer lines) would be installed in a single phase as part of the overall project grading. The residential units would be developed individually by homeowners depending on market conditions and demand.

## **2.5 PUBLIC ACTIONS AND APPROVAL REQUIRED**

The City and other applicable agency approvals required for implementation of the project would include the following:



City of Seal Beach:

- General Plan Amendment;
- Specific Plan Amendment;
- Zone Change;
- Redevelopment Plan Amendment;
- Tentative Tract Map;
- Lot Line Adjustment;
- California Environmental Quality Act review;
- Site Plan Review;
- Public Street Vacation;
- Grading Permit; and
- Encroachment Permit and other necessary Department of Public Works permits.

California Coastal Commission:

- Coastal Development Permit.

Coordination with other agencies and adjacent jurisdictions referenced in this document may also be required, including, but not limited to:

- City of Long Beach;
- Los Angeles County Flood Control District; and
- California Department of Transportation.



## 3.0 INITIAL STUDY CHECKLIST

### 3.1 BACKGROUND

1.	<b>Project Title:</b> Department of Water and Power Specific Plan Amendment
2.	<b>Lead Agency Name and Address:</b>  City of Seal Beach 211 8 <sup>th</sup> Street Seal Beach, CA 90740
3.	<b>Contact Person and Phone Number:</b>  Mark Persico, AICP, Director of Development Services (562) 431-2527
4.	<b>Project Location:</b> The project site is generally bounded by Marina Drive to the north, 1 <sup>st</sup> Street to the east, the Rivers End Cafe/beach parking lot to the south, and the San Gabriel River to the west.
5.	<b>Project Sponsor's Name and Address:</b>  Edward Selich Bay City Partners, LLC 627 Bayside Drive Newport Beach, CA 92660 (949) 723-6383
6.	<b>General Plan Designation:</b> The <i>City of Seal Beach General Plan</i> , Land Use Element-Figure 1, <i>Planning Area 1 Land Use Map</i> , designates the project site as "Open Space".
7.	<b>Zoning:</b> The <i>City of Seal Beach Zone Code</i> designation for the project site is "SPR (Specific Plan Regulation)" and "SC (Service Commercial)".
8.	<b>Assessor's Parcel Number(s):</b> The project site includes Assessor's Parcel Numbers (APNs) 043-171-02, 043-172-07, -08, -12, and -13.
9.	<b>Permit Application Number(s):</b> GPA 11-01 ZC 11-01, SPA 11-01, TTM No. 17425, LLA 11-01.
8.	<b>Description of the Project:</b>  Refer to <u>Section 2.4, Project Characteristics</u> .
9.	<b>Surrounding Land Uses and Setting:</b> Surrounding land uses include multi-family residential uses to the north; the Marina Community Park and single-family residential uses to the east; vacant land, the Rivers End Cafe/beach parking lot, and a public beach area to the south; and the San Gabriel River and associated bike trail to the west.
10.	<b>Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).</b>  Refer to <u>Section 2.5, Public Actions and Approval Required</u> .



### 3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant Impact With Mitigation Incorporated," as indicated by the checklist on the following pages.

✓	Aesthetics	✓	Land Use and Planning
	Agriculture & Forest Resources		Mineral Resources
✓	Air Quality	✓	Noise
✓	Biological Resources	✓	Population and Housing
✓	Cultural Resources	✓	Public Services
✓	Geology and Soils	✓	Recreation
✓	Greenhouse Gas Emissions	✓	Transportation/Traffic
	Hazards & Hazardous Materials	✓	Utilities & Service Systems
✓	Hydrology & Water Quality	✓	Mandatory Findings of Significance

### 3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Mandatory Findings

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines*, as amended, and used by the City of Seal Beach in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:





- **No Impact.** The development will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less Than Significant Impact With Mitigation Incorporated.** The development will have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The development could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.



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## 4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

### 4.1 AESTHETICS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	✓			
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	✓			
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	✓			

**a) Have a substantial adverse effect on a scenic vista?**

**Potentially Significant Impact.** The project site consists of mostly vacant land and one residential structure. The project site provides views of the Long Beach Marina and northern coastline as far north as Palos Verdes. Scenic vistas of the coastline and Pacific Ocean are afforded from surrounding uses including recreational users (the San Gabriel River Trail) and motorists traveling along Maria Drive and 1<sup>st</sup> Street. The Seal Beach General Plan includes a policy supporting the protection and enhancement of view corridors. Project implementation could result in view obstructions as a result of development on-site. Further review and analysis is necessary to confirm the project's potential impacts to scenic vistas.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less Than Significant Impact.** No designated State scenic highways are located adjacent to the site. However, Pacific Coast Highway (PCH), located approximately 0.35-mile west of the project site, is eligible to become a State scenic highway, but has not yet been officially designated.<sup>1</sup> Due to existing structures, topography, and vegetation, the project site is not located within the viewshed of PCH. Thus, the proposed project would not damage any scenic resources within the viewshed of PCH. No impacts would occur in this regard and no further analysis of this issue is required.

**c) Substantially degrade the existing visual character or quality of the site and its surroundings?**

**Potentially Significant Impact.** The project site is comprised of vacant land with one residential structure. Surrounding land uses consist of multi-family residential uses to the north; the Marina Community Park and single-family residential uses to the east; vacant land, the Rivers End Cafe/beach

<sup>1</sup> State of California Department of Transportation, California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/scenic_highways/), accessed on April 26, 2011.



parking lot, and a public beach area to the south; and the San Gabriel River and associated bike trail to the west.

Implementation of the proposed project would result in grading activities and the installation of infrastructure (e.g., water, sewer, etc.). Construction activities could result in the temporary disturbance to the visual character/quality in the project area.

Project implementation would also allow for the future development of residential and passive park/open space uses on site. Although the proposed DWP Specific Plan Amendment is intended to provide a clear framework for future development and improvements at the project site, these changes could result in the degradation of visual character and quality within the project area. Further review is necessary to determine the project's effects on visual resources.

**d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

**Potentially Significant Impact.** There are two primary sources of light: light emanating from building interiors that pass through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a nuisance to adjacent uses, diminish the view of the clear night sky and, if uncontrolled, can disturb wildlife in natural habitat areas. Lighting associated with non-residential uses may cause spillover impacts to nearby sensitive receptors. No light sources currently exist at the project site (other than the residential unit located at the northwestern corner of the project site).

Short-term light and glare impacts associated with construction activities would likely be limited to nighttime lighting (for security purposes) in the evening hours. In accordance with Title 7 of the Municipal Code, *Public Peace, Morals and Welfare*, the project's construction activities would be limited to the hours of 7:00 a.m. to 8:00 p.m. on weekdays and between 8:00 a.m. and 8:00 p.m. on Saturday. Construction activities are also prohibited on Sundays. Further review is necessary to confirm whether potential construction-related lighting would create a new source of substantial light or glare in the project area.

The project would result in the future development of residential uses and park/open space uses. The future uses would include street lighting, security lighting, and lighting associated with the interior of structures. These new light sources would create nighttime lighting and glare in the project area. Thus, further review is necessary.



## 4.2 AGRICULTURE AND FOREST RESOURCES

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

- a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

**No Impact.** The project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Thus, Project implementation would not result in the conversion of farmland to non-agricultural uses. No impact would occur and no further analysis of this issue is required.

- b) ***Conflict with existing zoning for agricultural use, or a Williamson Act contract?***

**No Impact.** The existing zoning and proposed zoning does not include any agricultural-related zoning designations, nor is the site part of a Williamson Act contract. The Zone Code designation for the project site is SPR (Specific Plan Regulation) and SC (Service Commercial). The land uses surrounding the project site are not zoned for agricultural uses or in a Williamson Act contract. Thus, no impact would occur and no further analysis of this issue is required.





- c) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

**No Impact.** The project vicinity is developed with residential, recreation, and commercial uses. Forestry operations do not occur at the project site or in the project vicinity. Per Public Resources Code Section 12220(g), the property does not support any trees that can support a 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Project implementation would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur in this regard and no further analysis of this issue is required.

- d) ***Result in the loss of forest land or conversion of forest land to non-forest use?***

**No Impact.** Refer to Response 4.2 c).

- e) ***Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

**No Impact.** Refer to Responses 4.2 a) through 4.2 c). The project site consists of vacant land and a residential structure and is surrounded by residential, recreation, and commercial uses. Implementation of the proposed project would not result in the conversion of designated farmland or forest land to non-agricultural/non-forest land use. No impacts would occur in this regard and no further analysis of this issue is required.



## 4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✓			
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	✓			
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	✓			
d. Expose sensitive receptors to substantial pollutant concentrations?	✓			
e. Create objectionable odors affecting a substantial number of people?			✓	

**a) *Conflict with or obstruct implementation of the applicable air quality plan?***

**Potentially Significant Impact.** The project area is located within the South Coast Air Basin (SCAB), regulated by the South Coast Air Quality Management District (SCAQMD). The United States Environmental Protection Agency (EPA) has classified the SCAB as a non-attainment area for Federal and State air quality standards. Further review is necessary to confirm the project's status in terms of compliance with *2007 Air Quality Management Plan for the South Coast Air Basin (AQMP)*.

**b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

**Potentially Significant Impact.** Construction of the proposed project would result in pollutant emissions from three different sources: (1) short-term construction emissions; (2) long-term mobile emissions from vehicles traveling to and from the site once the project is operational; and (3) long-term stationary emissions from power and natural gas consumption from the on-site residential uses.

The greatest potential for air quality impacts from the project would be attributed to mobile source emissions. The project's potential air quality impacts on a local and regional level requires an evaluation pursuant to the SCAQMD and California Air Resources Board (CARB) requirements and methodology. Additional analysis is necessary to quantify potential project-related air quality impacts (both short- and long-term) and identify appropriate mitigation measures that would be effective in reducing pollutant emissions.

**c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

**Potentially Significant Impact.** Refer to Responses 4.3 a) and 4.3 b).



**d) Expose sensitive receptors to substantial pollutant concentrations?**

**Potentially Significant Impact.** Sensitive populations (i.e., children, senior citizens, and acutely or chronically ill people) are more susceptible to the effects of air pollution than is the general population. Land uses considered sensitive receptors typically include residences, schools, playgrounds, childcare centers, hospitals, convalescent homes, and retirement homes. Sensitive receptors within and in proximity to the project site include existing residences. Construction and operation of the project would increase vehicle trips on area roadways and result in associated air pollutants. Grading and excavation operations may also have air quality impacts in the absence of mitigation. These impacts require additional analysis to assess their level of significance.

**e) Create objectionable odors affecting a substantial number of people?**

**Less Than Significant Impact.** According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be intermittent, short-term in nature, and cease upon project completion. Impacts would be less than significant and no further analysis of this issue is required.



## 4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✓			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	✓			
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	✓			
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	✓			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

- a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

**Potentially Significant Impact.** The project site consists primarily of vacant land. The potential exists for candidate, sensitive, or special status species to be located within the boundaries of the project site. Further review is necessary to confirm the project's potential impacts to candidate, sensitive, and special status species.

- b) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

**Potentially Significant Impact.** While no known riparian habitat is present on-site, based on the property's proximity to the San Gabriel River and coastline, there is a potential for sensitive natural communities to occur on-site. Further review is necessary to confirm the project's potential impacts in this regard.



- c) ***Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

**Potentially Significant Impact.** Currently, the site is undeveloped (with the exception of one residential structure), and may have the potential to contain wetlands, as defined by the Army Corps of Engineers (ACOE) and California Coastal Commission (CCC). Further review is necessary to confirm the project's potential impacts to Federally protected wetlands.

- d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

**Potentially Significant Impact.** The potential for the project to interfere with movement of species or to affect migratory wildlife corridors requires further review.

- e) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**No Impact.** Although the City of Seal Beach has a local ordinance protecting eucalyptus tree groves, no trees are present within the boundaries of the project site. The proposed project would not conflict with any other local policies protecting biological resources. Thus, no impacts would result in this regard and no further analysis of this issue is required.

- f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

**No Impact.** No Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans exist for the project area. No impact would occur in this regard and no further analysis of this issue is required.





## 4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?	✓			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?	✓			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✓			
d. Disturb any human remains, including those interred outside of formal cemeteries?	✓			

- a) ***Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?***

**Potentially Significant Impact.** Implementation of the proposed project would result in the demolition of one residential structure located at 10 Marina Drive. This structure was built in 1956 and is typical for residential structures constructed during this time within the City. Further review is necessary to confirm whether or not the project would cause a substantial adverse change in the significance of a historical resource.

- b) ***Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?***

**Potentially Significant Impact.** Implementation of the proposed project would result in the grading of approximately 10.7 acres of land that is primarily vacant. Although portions of the project site have been previously disturbed by the existing residential structure and the DWP power plant that was formerly on-site, the potential exists for archaeological resources to be present. Further review is necessary to confirm the potential for substantial adverse change in the significance of an archaeological resource.

- c) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**Potentially Significant Impact.** Based on the site's location, further review is required to determine the potential for paleontological resources to occur. The review will include published and unpublished literature and geologic maps.

- d) ***Disturb any human remains, including those interred outside of formal cemeteries?***

**Potentially Significant Impact.** According to the General Plan, the project area has a high sensitivity to Native American resources. Thus, there is a potential for the discovery of undocumented human remains to be located at the project site. Further review of this issue is necessary.



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## 4.6 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?	✓			
3) Seismic-related ground failure, including liquefaction?	✓			
4) Landslides?				✓
b. Result in substantial soil erosion or the loss of topsoil?	✓			
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	✓			
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001), creating substantial risks to life or property?	✓			
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

a) ***Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***

1) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

**No Impact.** Southern California, including the project site, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Earthquake Fault Zone (previously known as an Alquist-Priolo Special Study Zone).

According to the General Plan, the Seal Beach Fault is considered active and is included in the Earthquake Fault Zones established under the Alquist-Priolo Earthquake Fault Zoning Act. The Seal Beach Fault is a segment of the Newport-Inglewood Fault Zone, which is made up of several faults and extends southeast through the Los Angeles Basin. Regionally, the Seal Beach Fault is located within the City of Seal Beach and generally runs parallel to the coastline, extending from Long Beach through the Hellman Ranch Property and the Seal Beach Naval Weapons Station, southerly through Huntington Beach and along the coast to Newport Beach.



Based on the Figure S-5, *Fault Zone Map*, of the General Plan, the project site is located approximately one mile west of the Seal Beach Fault. According to the State of California Department of Conservation Geological Survey, the project site is not located within the Alquist-Priolo Special Studies Zone associated with the Seal Beach Fault.<sup>1</sup> Thus, there is no potential for people or structures to be exposed to adverse effects as a result of a rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning. No further analysis of this issue is required.

## **2) Strong seismic ground shaking?**

**Potentially Significant Impact.** Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for residents and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

According to the General Plan, three faults within 100 kilometers (approximately 62 miles) of the City have the greatest potential to create significant ground shaking, including the Newport-Inglewood, Whittier-Elsinore, and the Palos Verdes Fault Zones. As discussed in Response 4.6 a) 1), the Seal Beach Fault (a segment of the Newport-Inglewood Fault Zone) is located approximately one mile west of the project site. The maximum anticipated magnitude (M) earthquake along the Newport-Inglewood fault zone is a M6.9 magnitude earthquake. However, there are also other concealed seismic sources that have the potential to produce strong ground shaking in the vicinity of the project area, namely the Puente Hills and San Joaquin Hill Blind Thrust faults. The maximum anticipated magnitude earthquake on the Puente Hills and San Joaquin Hills Blind thrusts are M7.1 and M6.6, respectively. Development of residential and passive park/open space uses at the project site would expose people to seismic hazards. Due to the proximity of the project area to these various seismic sources, namely the Newport-Inglewood fault zone, further review and analysis is required to determine the significance of impacts resulting from strong seismic ground shaking.

## **3) Seismic-related ground failure, including liquefaction?**

**Potentially Significant Impact.** Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical data. River-channels and flood-plains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility.

According to the Figure S-6, *Seismic Hazards/Liquefaction Zones*, of the General Plan, the majority of the City is located on thick alluvial sediments and has either experienced liquefaction, or is susceptible to liquefaction. Thus, further evaluation is required in order to determine whether or not seismic-related ground failure (including liquefaction) could occur on-site.

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<sup>1</sup> Department of Conservation California Geological Survey, *State of California Special Studies Zones*, Seal Beach Quadrangle, revised official map effective July 1, 1986.



**4) Landslides?**

**No Impact.** The project site is generally flat and surrounding properties are flat, with no unusual geographic features. Therefore, there is no potential for people or structures to be exposed to landslide conditions, and no impacts would occur in this regard. No further analysis of this issue is required.

**b) *Result in substantial soil erosion or the loss of topsoil?***

**Potentially Significant Impact.** Clearing and grading operations would be required during construction of the project, which may create the potential for soil erosion. Based on available Phase II Environmental Site Assessment (ESA) investigations prepared as a result of the historic on-site power generating station, low levels of asbestos are present in localized areas of the on-site soils. Land uses with a low potential for fugitive dust generation (e.g., uses with a concrete or asphalt cover, landscaping with limited receptor access, etc.) would not likely result in any type of adverse health effect. However, the proposed passive park use may include a playground, which would require clean fill materials to be imported in order to minimize the generation of asbestos-contaminated fugitive dust.

The amount of clean fill required to ensure protectiveness would depend upon the ultimate land use. For example, no fill would be required if the site were to be covered such that the soils were unavailable for contact (e.g., parking areas, building foundations, concrete- or asphalt-covered areas, etc.). Only a small amount of clean cover (e.g., approximately one foot) would be needed if little or no soil disturbance was likely to occur (e.g., landscaping). However, a larger amount of clean fill would likely be needed if there is a significant potential for subsurface disturbances (e.g., residential, playground, etc.). Further evaluation is required in order to determine the project's potential to result in substantial soil erosion and/or the loss of topsoil.

**c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

**Potentially Significant Impact.** Refer to Response 4.6 a) 3). The project site could be sited on geologic units or soil that is unstable, or that would become unstable as a result of the project. Further evaluation is required in this regard.

**d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

**Potentially Significant Impact.** Project implementation could result in the creation of substantial risks to life or property as a result of expansive soils, depending on their existence and location. Further evaluation is required in this regard.

**e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

**No Impact.** No septic tanks or alternative wastewater systems would be constructed as part of the proposed project. Although the project would install new sewer lines for future development on-site, no alternative waste water disposal systems are proposed. Thus, no impacts would occur in this regard and no further analysis of this issue is required.



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## 4.7 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✓			
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	✓			

a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**Potentially Significant Impact.** Greenhouse gases (GHGs) are gases in the atmosphere that absorb and emit radiation. The greenhouse effect traps heat in the troposphere through a three-fold process, summarized as follows: short wave radiation emitted by the Sun is absorbed by the Earth; the Earth emits a portion of this energy in the form of long wave radiation; and GHGs in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the Earth. This “trapping” of the long wave (thermal) radiation emitted back toward the Earth is the underlying process of the greenhouse effect. The main GHGs in the Earth's atmosphere are water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ozone (O<sub>3</sub>), hydrofluorocarbons (HCFs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>).

Direct GHG emissions include emissions from construction activities, area sources, and mobile (vehicle) sources. Typically, mobile sources make up the majority of direct emissions. Indirect GHG emissions are generated by incremental electricity consumption and waste generation. Electricity consumption is responsible for the majority of indirect emissions.

In June 2005, Governor Schwarzenegger established California's GHG emissions reduction targets in Executive Order S-3-05. The Executive Order established the following goals: GHG emissions should be reduced to 2000 levels by 2010; GHG emissions should be reduced to 1990 levels by 2020; and GHG emissions should be reduced to 80 percent below 1990 levels by 2050. California further solidified its dedication to reducing GHGs by setting a new Low Carbon Fuel Standard for transportation fuels sold within the State in 2007 with Executive Order S-1-07. Executive Order S-1-07 sets a declining standard for GHG emissions measured in CO<sub>2</sub> equivalent gram per unit of fuel energy sold in California.

In response to the transportation sector accounting for more than half of California's CO<sub>2</sub> emissions, Assembly Bill (AB) 1493 (AB 1493, Pavley) was enacted on July 22, 2002. AB 1493 required the California Air Resources Board (CARB) to set GHG emission standards for passenger vehicles, light duty trucks, and other vehicles whose primary use is noncommercial personal transportation in the State. Additionally, the California legislature enacted AB 32 (AB 32, Nuñez) in 2006 to further the goals of Executive Order S-3-05. AB 32 represents the first enforceable Statewide program to limit GHG emissions from all major industries, with penalties for noncompliance.

CARB adopted the *AB 32 Climate Change Scoping Plan* (Scoping Plan) in December 2008 to achieve reductions in GHG emissions in California pursuant to the requirements of AB 32. The Scoping Plan contains the main strategies California will use to reduce GHG emissions. AB 32 requires California to



reduce its GHG emissions by approximately 28 to 33 percent below business as usual. CARB has identified reduction measures to achieve this goal as set forth in the Scoping Plan.

The proposed project would demolish the existing on-site residential structure and clear and grade the project site. Future residential and passive park/open space uses would be constructed on-site. As a result, the proposed project could generate both direct and indirect GHG emissions that may have a significant impact on the environment. Therefore, this issue will be analyzed in more detail to determine the significance of potential impacts.

**b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

**Potentially Significant Impact.** The City does not have an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, GHG emissions will be addressed and reviewed in the context of the State plans, policies and regulations outlined above on a project level and cumulative context to determine the significance of potential impacts.



## 4.8 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓	
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

- a) ***Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

**Less Than Significant Impact.** The project proposes grading activities and the installation of infrastructure in order to allow for the future development of residential and park/open space land uses, and would not involve the routine transport, use, or disposal of substantial quantities of hazardous materials. Although herbicides, pesticides, and fertilizers would be utilized on-site for landscape maintenance, they would only be utilized periodically and in small quantities. Thus, implementation of the proposed project would result in a less than significant impact in this regard and no further analysis of this issue is required.

- b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

**Less Than Significant Impact.** The proposed project is unlikely to result in a release of hazardous materials into the environment. During the short-term period of project construction, however, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic



fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Historically (in 1925), Los Angeles Gas & Electric constructed a power generating station on portions of the site. In 1936, Los Angeles Gas & Electric sold the facility to the City of Los Angeles. The City of Los Angeles operated the power plant for several years before decommissioning the facility in 1966, and eventually demolishing the facility in 1967. In the mid-1980's, the site underwent environmental cleanup and remediation and was re-graded to a relatively level site. On August 17, 1987, the DWP received a no further action required letter from the Orange County Health Care Agency (OCHCA) regarding on-site asbestos cleanup associated with the former power plant.

Additional Phase II Environmental Site Assessment (ESA) investigations were prepared for the project site in February 2000. Based on these investigations, low levels of asbestos are present in localized areas of the on-site soils. However, implementation of the proposed project would be required to import clean soils to replace areas of localized asbestos for uses where the public could come into contact with these soils (such as playground uses). This issue is further discussed in Impact Statement 4.6 b); refer to Section 4.6, *Geology and Soils*.

The on-site soils have been impacted by petroleum hydrocarbons, primarily in the surface and near surface (above seven feet below ground surface [bgs]). However, no volatile organic compounds (VOCs) or semivolatile organic compounds (SVOCs) were detected in the soil samples, which indicate that the petroleum hydrocarbon contamination is of little concern from a human health perspective.

Aroclor-1254, the only organochlorine pesticide/Polychlorinated biphenyl (PCB) detected in on-site soils, was detected at concentrations below the preliminary remediation goal (PRG) for residential soil established by the U.S. Environmental Protection Agency (EPA) Region IX. Arsenic and iron were detected in soil at levels above their respective residential PRGs. However, both of the arsenic and iron appear to be naturally occurring and not the result of the site-related activities.

In groundwater, heptachlor and manganese were the only compounds detected at levels above their tap water PRGs. However, heptachlor and manganese are not believed to have originated from site-related activities. Due to the low volatility of heptachlor, it is not likely to pose a risk via vapor migration to inhabitants of potential future on-site structures. Furthermore, the project would not use the shallow groundwater at the site for domestic purposes. Thus, impacts in this regard are less than significant.

Long-term operations at the project site would not result in the transport, use, or disposal of hazardous materials; refer to Response 4.8 a), above. Thus, impacts pertaining to the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant. No further analysis of this issue is required.

- c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**Less Than Significant Impact.** One existing school site (the Seal Beach Play Group located at 151 Marina Drive) is located approximately 0.07-mile northeast of the project site. The proposed project involves the future development of residential and passive park/open space uses and does not involve hazardous chemicals or materials. The project proposes grading activities and the installation of



infrastructure in order to allow for the future development of residential and park/open space land uses, and would not involve the routine transport, use, or disposal of substantial quantities of hazardous materials. Project construction would not result in hazardous emissions. Impacts associated with the handling of hazardous materials, substances, or waste during construction would be less than significant, as the handling of these materials is not anticipated to impact this school site. No further analysis of this issue is required.

- d) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

**No Impact.** Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) to compile and update a regulatory sites listing (per the criteria of the Section). The State Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The DTSC's EnviroStor database is an online search and Geographic Information System (GIS) tool for identifying sites that have known contamination or sites for which there may be reasons to investigate further. It also identifies facilities that are authorized to treat, store, dispose of and/or transfer hazardous waste. The EnviroStor database includes lists of the following site types: Federal Superfund sites (National Priority List); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides site name, site type, status, address, any restricted use (recorded deed restrictions), past use(s) that caused contamination, potential contaminants of concern, potential environmental media affected, site history, and planned and completed activities. As of April 27, 2011, no listed properties are located in the boundaries of the project site per the DTSC.<sup>1</sup>

The Geographic Environmental Information Management System (GEIMS) is a data warehouse maintained by the Regional Water Quality Control Board (RWQCB) that tracks regulatory data about underground fuel tanks, fuel pipelines, and public drinking water supplies using GeoTracker. GeoTracker and GEIMS were developed pursuant to a mandate by the California State Legislature (AB 592, SB 1189) to investigate the feasibility of establishing a Statewide GIS for leaking underground fuel tank (LUFT) sites. As of April 27, 2011, no listed properties are located in the boundaries of the project site per the SWRCB.<sup>2</sup>

According to the General Plan, the City operates three domestic fresh water wells, none of which are located within the boundaries of the project site. Further, the Department of Resources Recycling and Recovery (CalRecycle) is the State's leading authority on recycling, waste reduction, and product reuse. The Solid Waste Information System (SWIS) database, maintained by CalRecycle, contains information on solid waste facilities, operations, and disposal sites throughout the State. The types of facilities found in this database include landfills, transfer stations, material recovery facilities,

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<sup>1</sup> Department of Toxic Substances Control Board, *EnviroStor Database*, <http://www.envirostor.dtsc.ca.gov/public/>, accessed on April 27, 2011.

<sup>2</sup> State Water Resources Control Board, *GeoTracker Database*, <http://geotracker.swrcb.ca.gov/search.asp>, accessed on April 27, 2011.



composting sites, transformation facilities, waste tire sites, and closed disposal sites. As of April 27, 2011, no listed properties are located in the boundaries of the project site per CalRecycle.<sup>3</sup>

Thus, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impacts would occur in this regard and no further analysis of this issue is required.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

**No Impact.** The Los Alamitos Joint Forces Training Base (JFTB) is a military installation and airfield located immediately north of the City corporate limits, and is located approximately 3.7 miles from the northernmost portion of the project site. Based on Figure S-1, *Los Alamitos Impact Zones, Joint Forces Training Base*, of the General Plan, the project site is not located within an impact zone. No impacts would occur pertaining to the creation of a safety hazard for people residing or working in the project area. No further analysis of this issue is required.

- f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

**Less Than Significant Impact.** Although no private airstrips exist within the project area, a private helicopter facility is located at the Boeing property approximately 1.6 miles northeast from the project site, near the intersection of Seal Beach Boulevard and Westminster Avenue. Helicopter operations have been conducted as part of the ongoing operations at the facility since 1991.<sup>4</sup> There have been no accident or safety issues relative to the operation of this helicopter facility since initiation of operation. Because Federal Aviation Administration (FAA) regulations and procedures must be followed as a matter of course, no significant impact would occur in this regard. No further analysis of this issue is required.

- g) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**Less Than Significant Impact.** The City's Emergency Operations Plan (EOP) was updated in September of 2005 and details the City's specific responsibilities before, during, and after any emergency. The EOP is in compliance with the State Emergency Services Plan. Implementation of the proposed project would not require the closure of any roadways utilized for emergency purposes. The project would be required to comply with the City's Municipal Code with regard to emergency access and evacuation. The project would also be subject to all emergency access standards and requirements of the Orange County Fire Authority (OCFA). Therefore, impacts associated with emergency response and evacuation would be less than significant. No further analysis of this issue is required.

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<sup>3</sup> California Department of Resources Recycling and Recovery, *Solid Waste Information System (SWIS) Database*, <http://www.calrecycle.ca.gov/SWFacilities/Directory/>, accessed on April 27, 2011.

<sup>4</sup> RBF Consulting, *Seal Beach Boeing Integrated Defense Systems Final EIR*, certified July 28, 2003.





- h) ***Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

**No Impact.** The project site is located within an urbanized area and is void of wildlands. The proposed project would introduce landscaping, which is not anticipated to create hazardous conditions associated with brush fires. Thus, no impacts are anticipated in this regard and no further analysis of this issue is required.



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## 4.9 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	✓			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	✓			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	✓			
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	✓			
f. Otherwise substantially degrade water quality?	✓			
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j. Inundation by seiche, tsunami, or mudflow?			✓	
k. Potentially impact storm water runoff from construction activities?	✓			
l. Potentially impact storm water runoff from post-construction activities?	✓			
m. Result in a potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	✓			
n. Result in the potential for discharge of storm water to affect the beneficial uses of the receiving waters?	✓			
o. Create the potential for significant changes in the flow velocity for volume of storm water runoff to cause environmental harm?	✓			
p. Create significant increases in erosion of the project site or surrounding areas?	✓			



a) ***Violate any water quality standards or waste discharge requirements?***

**Potentially Significant Impact.** As part of Section 402 of the Clean Water Act, the Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is located within the jurisdiction of the Santa Ana RWQCB.

Construction of the proposed project has the potential to produce typical pollutants such as nutrients, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials (including wash water, paints, wood, paper, concrete, food containers and sanitary wastes), fuel, and lubricants. Additionally, project implementation would increase impervious areas, resulting in potential long-term impacts to storm water quality. Further analysis is required in order to determine if implementation of the project would violate any water quality standards.

b) ***Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

**Less Than Significant Impact.** The proposed project would not result in any groundwater extraction or the depletion of groundwater supplies. Although improvements at the project site would result in the creation of new impervious areas, the project site does not underlie a drinking water aquifer as a result of salt water intrusion. Thus, the project would not interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the groundwater table. Impacts in this regard would be less than significant and no further analysis of this issue is required.

c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

**Potentially Significant Impact.** Implementation of the proposed project would result in grading activities at the project site. Site disturbance would alter the existing drainage pattern of the site, which may result in substantial erosion or siltation on- or off-site. Further evaluation is required in order to determine the significance of these impacts.

d) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

**Potentially Significant Impact.** Project implementation would result in an increase in impervious surfaces, which would result in an increase in the rate or amount of runoff from the site. Further evaluation is required in order to determine the significance of these impacts.

e) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

**Potentially Significant Impact.** Stormwater drainage in the City is mostly provided by a network of local drainage facilities. Site specific drainage patterns could change due to project-related grading and



increases in the amount of impermeable surfaces on the site from structures and other areas (i.e., parking lots, driveways, roadways, etc.). Increases in impervious surfaces would in turn increase runoff volumes entering City storm drains, drainage systems, and local streams. Therefore, further analysis is required in order to determine whether the project would result in substantial erosion or siltation on- or off-site.

**f) *Otherwise substantially degrade water quality?***

**Potentially Significant Impact.** Refer to Response 4.9 a).

**g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

**No Impact.** According to the Flood Insurance Rate Maps (FIRM) available for the project site through the Federal Emergency Management Agency (FEMA), the project site is not located within a 100-year flood hazard area.<sup>1</sup> As the project would not place housing within a 100-year flood hazard area, no impacts would occur in this regard and no further analysis of this issue is required.

**h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

**No Impact.** As previously stated in 4.9 g), the project site is not located within the 100-year flood hazard area. Thus, no impact would occur in this regard and no further analysis is required.

**i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

**Less Than Significant Impact.** The project site is not located within proximity to a dam. The San Gabriel River and associated levees are located adjacent to the project site. Potential flooding of the project site as a result of the failure of a levee is low, as the levees along the San Gabriel River have been designed to meet the 100-year flood hazard standards. Implementation of the City's Emergency Operations Plan (EOP) and the City's Municipal Code in regards to emergency access and evacuation would reduce the potential risk of loss, injury, or death involving flooding. Therefore, impacts would be less than significant and no further analysis of this issue is required.

**j) *Inundation by seiche, tsunami, or mudflow?***

**Less Than Significant Impact.** A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

The project site is located in proximity to the Pacific Ocean and San Gabriel River. According to the General Plan, seismically induced seiches are not considered a potential hazard within the City. In addition, the project site is not located down-slope from an area of potential mudflow. However, areas on the beach are considered to have a moderate tsunamic hazard if an earthquake occurred along the Newport-Inglewood Fault.

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<sup>1</sup> Federal Emergency Management Agency, *Flood Insurance Rate Map*, panel 226 of 539, map number 06059C0226J, map revised December 03, 2009.



The City's EOP describes how the City would respond in the event of a tsunami. Emergencies that are preceded by a recognized buildup period allow for advance warning to those impacted areas and population groups. According to Figure S-15, *Impaired Road Access Map*, of the General Plan, the project site and vicinity are not located within an impaired road access area. During an evacuation, persons in proximity to the project site can utilize Marina Drive, 1<sup>st</sup> Street, and Ocean Avenue. Timely warning and information broadcasts are important to citizens' ability to help themselves, and for their evacuation. Emergencies generally occur without advance warning, and therefore require prompt mobilization and commitment of the emergency organization after the onset of the emergency.

During or following local emergencies, the City is the first agency involved. If the emergency is so large that the City's resources are inadequate or exhausted, assistance would be requested of, and provided by, nearby jurisdictions through mutual aid agreements. Neighborhood groups can assist the City by conducting first aid and search and rescue operations in times of large disasters. When mutual aid systems are not sufficient for the disaster task, the County requests assistance from the State. The Governor's Office of Emergency Services (OES) coordinates regional emergency response and disaster assistance. The State may also request aid from the Federal government in the form of a Presidential Disaster Declaration. FEMA then provides disaster assistance, temporary housing assistance, and recovery funds after a Presidential Disaster Declaration.

Upon implementation of the City's EOP, potential impacts associated with the inundation by a tsunami would be reduced to less than significant levels. No further analysis of this issue is required.

**k) *Potentially impact storm water runoff from construction activities?***

**Potentially Significant Impact.** As stated in Response 4.9 a), above, construction of the proposed project has the potential to produce typical storm water pollutants such as nutrients, heavy metals, pesticides and herbicides, toxic chemicals related to construction and cleaning, waste materials (including wash water, paints, wood, paper, concrete, food containers and sanitary wastes), fuel, and lubricants. Further analysis is required in order to determine whether project implementation would impact storm water runoff during construction.

**l) *Potentially impact storm water runoff from post-construction activities?***

**Potentially Significant Impact.** As stated within Response 4.9 a), above, project implementation would increase impervious areas, resulting in potential long-term impacts to storm water runoff. Further analysis is required in order to determine if the project would result in substantial impacts to storm water runoff upon completion of the project.

**m) *Result in a potential for discharge of storm water pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?***

**Potentially Significant Impact.** As stated in Responses 4.9 a) and 4.9 k), the proposed project has the potential to produce typical storm water pollutants in association with proposed construction staging areas and fueling of construction vehicles and/or equipment. Further analysis is required in order to determine if the project would result in a potential for discharge from these areas during construction.

Upon completion of construction activities, the project would not result in material storage, fueling, maintenance, waste handling, or other commercial-related deliveries. Thus, no impacts pertaining to the operations of the project would result in this regard and no further analysis regarding long-term operations is required.





- n) ***Result in the potential for discharge of storm water to affect the beneficial uses of the receiving waters?***

**Potentially Significant Impact.** As stated within Responses 4.9 a), 4.9 c), 4.9 d), and 4.9 e), above, the project may result in significant impacts related to off-site storm water runoff, which could impact the beneficial uses associated with the San Gabriel River and the Pacific Ocean. Further analysis of this issue is necessary to determine the project's impacts in this regard.

- o) ***Create the potential for significant changes in the flow velocity or volume of storm water runoff to cause environmental harm?***

**Potentially Significant Impact.** Refer to Response 4.9 d), above. Project implementation would result in an increase in impervious surfaces, which would result in an increase in the rate or amount of runoff from the site. Further evaluation is required in order to determine the significance of these impacts.

- p) ***Create significant increases in erosion of the project site or surrounding areas?***

**Potentially Significant Impact.** Refer to Response 4.9 c), above. Implementation of the proposed project would result in grading activities at the project site. Site disturbance may result in substantial erosion or siltation on- or off-site. Further evaluation is required in order to determine the significance of these impacts.



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## 4.10 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	✓			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

**a) *Physically divide an established community?***

**No Impact.** The project proposes future residential and passive park/open space uses at the project site. The project site is surrounded by residential and recreational uses. Project implementation would not result in the division of an established community. No impact would occur in this regard and no further analysis of this issue is required.

**Mitigation Measures:** No mitigation measures are required.

**b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?***

**Potentially Significant Impact.** Based on the General Plan, Land Use Element-Figure 1, *Planning Area 1 Land Use Map*, the project site is designated as "Open Space". The Zone Code designation for the project site is SPR (Specific Plan Regulation) and SC (Service Commercial). The existing DWP Specific Plan allows for the development of Public Open Space/parkland with the balance of the site designated as Visitor Serving Uses, with a 150-room hotel and related uses.

Development of the proposed project would require a General Plan Amendment, Zone Change, DWP Specific Plan Amendment, Redevelopment Plan Amendment, Tentative Tract Map, and Lot Line Adjustment. The project site is also located within the California Coastal Zone and requires a consistency review in accordance with Chapter 3 of the California Coastal Act. Further analysis is required in order to determine whether project implementation would conflict with any applicable land use plan, policy, or regulation.

**c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?***

**No Impact.** No Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or State habitat conservation plans exist within the project area. No impact would occur in this regard and no further analysis of this issue is required.



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## 4.11 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

- a) ***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

**No Impact.** Based on the General Plan, the project site is not known to contain mines, mineral deposits, or other mineral resources. No impacts are anticipated in this regard and no further analysis of this issue is required.

- b) ***Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

**No Impact.** Refer to Response 4.11(a).



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## 4.12 NOISE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✓			
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	✓			
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✓			
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	✓			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

- a) ***Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

**Potentially Significant Impact.** Project construction and operation would result in both short-term and long-term noise impacts. Short-term impacts would occur during grading and construction. Long-term noise impacts would be associated with increased vehicular traffic to and from the project site, outdoor activities, and stationary mechanical equipment on-site. Both short- and long-term noise impacts require further evaluation.

- b) ***Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

**Potentially Significant Impact.** Due to the proximity of sensitive receptors to construction activities (i.e., residential uses to the north and east), the proposed project may expose persons to excessive groundborne vibration or noise. The project would include earthwork and grading to prepare the project site for development. Further review is required to determine the significance of the impacts.

- c) ***A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

**Potentially Significant Impact.** Refer to Response 4.12 a).



- d) ***Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above the levels existing without the project?***

**Potentially Significant Impact.** Refer to Response 4.12 a).

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

**No Impact.** The Los Alamitos Joint Forces Training Base (JFTB) is located approximately 3.7 miles from the northernmost portion of the project site. According to Figure N-5, *Existing CNEL Noise Contours*, of the General Plan, the project site is located outside of the 65 CNEL noise contour of the JFTB. Implementation of the proposed project would not expose new residential uses to excessive noise levels associated with the operation of a public airport or private airstrip. No impacts would result in this regard and no further analysis of this issue is required.

- f) ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

**No Impact.** Refer to Response 4.12 e).



#### 4.13 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	✓			
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

- a) ***Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

**Potentially Significant Impact.** A project could induce population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Implementation of the proposed project would result in the demolition of one residential unit and the development of 48 residential units. The project potentially could induce direct growth in the City's population. No indirect population growth is anticipated as a result of the proposed project, as project implementation would not result in the extension of roads or other infrastructure that would serve other portions of the City (other than the project site). Further analysis is required to determine whether project implementation would directly induce substantial population growth in the City.

- b) ***Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

**Less Than Significant Impact.** Construction of the proposed project would require the demolition of one residential structure (associated with this lot line adjustment). However, implementation of the proposed project would construct 48 new residential units. Thus, implementation of the proposed project would not result in the substantial displacement of existing housing. A less than significant impact would result in this regard and no further analysis of this issue is required.

- c) ***Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

**Less Than Significant Impact.** Refer to Response 4.13 b).



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## 4.14 PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	✓			
2) Police protection?	✓			
3) Schools?	✓			
4) Parks?	✓			
5) Other public facilities?	✓			

- a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

**1) Fire protection?**

**Potentially Significant Impact.** Future development within the project site would increase the demand for fire and police protection services, school and recreational facilities, and other City facilities. Increased demands may require improvements to existing facilities or increases in staffing and equipment. Implementation of the proposed DWP Specific Plan amendment would also decrease designated open space/passive park uses from 70 percent of the site to 60 percent of the site. Future analysis is required, in order to determine the impacts to fire and police protection services, school and recreational facilities, and other City facilities.

**2) Police protection?**

**Potentially Significant Impact.** Refer to Response 4.14 a) 1).

**3) Schools?**

**Potentially Significant Impact.** Refer to Response 4.14 a) 1).

**4) Parks?**

**Potentially Significant Impact.** Refer to Response 4.14 a) 1).

**5) Other public facilities?**

**Potentially Significant Impact.** Refer to Response 4.14 a) 1).



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## 4.15 RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	✓			
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	✓			

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

**Potentially Significant Impact.** Refer to Response 4.14 a) 1).

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

**Potentially Significant Impact.** Refer to Response 4.14 a) 1).





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## 4.16 TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	✓			
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	✓			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	✓			

- a) ***Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

**Potentially Significant Impact.** The current City adopted minimum Level of Service (LOS) is "D." Project implementation would increase vehicular movement in the vicinity of the project site during a.m. and p.m. peak hour periods. Future increases in traffic volumes could aggravate existing deficiencies and/or cause an intersection to operate at an unacceptable LOS (LOS E or worse). Further analysis is required, in order to determine whether the project would conflict with the adopted LOS standard. Further analysis is also required to determine the project's consistency with the General Plan policies pertaining, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- b) ***Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?***

**Potentially Significant Impact.** Project implementation would increase vehicular movement in the vicinity of the project site during a.m. and p.m. peak hour periods. Future increases in traffic volumes could aggravate existing deficiencies and/or cause a congestion management program (CMP) facility to



operate at an unacceptable LOS. Further analysis is required, in order to determine whether project implementation would conflict with an applicable congestion management program.

**c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

**No Impact.** The Los Alamitos Joint Forces Training Base (JFTB) is located approximately 3.7 miles from the northernmost portion of the project site. As the Los Alamitos JFTB is a military base, the proposed project would not result in a change in air traffic patterns at this airport facility. Further, the creation of 48 additional dwelling units in the City is not anticipated to impact air traffic patterns at the Los Angeles International Airport (located approximately 20 miles north of the project site) or John Wayne Airport (located approximately 15 miles south of the project site). Impacts in this regard are less than significant and no further analysis of this issue is required.

**d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**Less Than Significant Impact.** Implementation of the proposed project would result in grading of the project site and the installation of infrastructure to support future residential development. Proposed roadways and ingress/egress of the site would be required to comply with the City's Municipal Code, Section 10.40.010, *Streetscape Standards and Guidelines*, and Department of Public Works Standard Conditions pertaining to roadway design. Section 10.40.010 of the Municipal Code requires that streets be safe, comfortable, and convenient for all travel modes (i.e., cars, pedestrians, and bicyclists). New streets are required to minimize the width of travel lanes, use landscaping to separate sidewalks from the street curb, define the street edge with frequently spaced street trees, and have pedestrian-scaled street lights. Streets are required to not compromise public safety or emergency vehicle access. Final street design approval is required by the Director of Public Works/City Engineer. Therefore, with implementation of Section 10.40.010 of the Municipal Code and the Department of Public Works Standard Conditions, impacts in this regard are less than significant. No further analysis of this issue is required.

**e) *Result in inadequate emergency access?***

**Less Than Significant Impact.** As stated in Response 4.7 g), the City's Emergency Operations Plan (EOP) was updated in September of 2005 and details the City's specific responsibilities before, during, and after any emergency. The EOP is in compliance with the State Emergency Services Plan. Implementation of the proposed project would not require the closure of any roadways utilized for emergency purposes. The project would be in full compliance with the City's Municipal Code Section 10.40.010 in regards to emergency access. Therefore, impacts associated with emergency response and evacuation would be less than significant. No further analysis of this issue is required.

**f) *Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

**Potentially Significant Impact.** Refer to Response 4.16 a).



## 4.17 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	✓			
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✓			
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	✓			
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	✓			
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	✓			
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	✓			
g. Comply with federal, state, and local statutes and regulations related to solid waste?	✓			
h. Would the project include a new or retrofitted storm water treatment control Best Management Practice (BMP) (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?	✓			

**a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

**Potentially Significant Impact.** The State Water Resource Control Board (SWRCB) works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City is within the jurisdiction of the Santa Ana RWQCB. The City requires NPDES permits, as administered by the Santa Ana RWQCB, according to Federal regulations for both point source discharges (a municipal or industrial discharge at a specific location or pipe) and nonpoint source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

New development within the project area would continue to comply with all provisions of the NPDES program, as enforced by the RWQCB. Additionally, the NPDES Phase I and Phase II requirements would regulate discharge from construction sites. All future projects would be required to comply with the wastewater discharge requirements issued by the SWRCB and Santa Ana RWQCB.



The Orange County Sanitation District (OCSD) oversees treatment facilities that serve the City. The OCSD constructs, operates, and maintains facilities to collect, treat, recycle, and dispose of sewage. As the project's activities, discharges, or proposed activities or discharges from the project site or project operations could affect surface waters, the project would be required to apply for a Waste Discharge Requirements (WDR) permit from the Santa Ana RWQCB.

Development of the proposed project would be required to comply with all provisions of the NPDES, WDR, and other applicable permits, as enforced by the Santa Ana RWQCB. Further analysis is required in order to determine whether project implementation would exceed wastewater treatment requirements.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**Potentially Significant Impact.** Project implementation would increase water consumption and wastewater generation, placing greater demands on existing facilities. Project implementation could require extensions/upgrades to the existing systems to meet the increased demands. Further analysis is required to determine whether project implementation would require or result in the construction of new water or wastewater facilities or expansion of existing facilities.

- c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

**Potentially Significant Impact.** Implementation of the proposed project would increase the amount of impervious surfaces, thereby increasing the amount and velocity of runoff entering City storm drains and drainage systems. Increased runoff volumes and velocities may create nuisance flooding in areas without adequate drainage facilities. Therefore, further analysis is required in order to determine whether project implementation would result in significant environmental effects from the construction of new storm water drainage facilities or expansion of existing facilities (if necessary).

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

**Potentially Significant Impact.** Development of the proposed project would increase water demand at the project site. Therefore, further analysis is required in order to determine whether the proposed project would have sufficient water supplies available to serve the project from existing entitlements and resources, or whether new or expanded entitlements are needed.

- e) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

**Potentially Significant Impact.** Refer to Response 4.17 b).

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

**Potentially Significant Impact.** Future development within the project site would increase solid waste generation, placing greater demands on existing solid waste collection services and diminishing landfill capacities. Therefore, further analysis is required in order to determine whether the project would be



served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

**g) *Comply with federal, state, and local statutes and regulations related to solid waste?***

**Potentially Significant Impact.** As development of the proposed project would result in an increase in solid waste generation, further evaluation is necessary to determine its consistency with Federal, State, and local statutes and regulations related to solid waste.

**h) *Would the project include a new or retrofitted storm water treatment control Best Management Practice (BMP) (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?***

**Potentially Significant Impact.** The proposed project would require Best Management Practices (BMPs), of which the operations could result in significant environmental effects. Further evaluation of this issue is required.



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## 4.18 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✓			
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✓			
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✓			

- a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

**Potentially Significant Impact.** The proposed project could have the potential to degrade the quality of the environment, impact plant and wildlife species and/or communities, as well as impact cultural resources. Further analysis is required.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

**Potentially Significant Impact.** A significant impact may occur if the proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. A review of cumulative impacts for each issue area that has been identified as potentially significant will be required pursuant to Section 15130 of the CEQA Guidelines. Further review of potentially cumulatively considerable impacts is required.



- c) ***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

**Potentially Significant Impact.** A significant impact may occur if a project has the potential to result in significant impacts, as discussed in the preceding sections. The proposed project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Further analysis is required.



## 5.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. —

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures have been added. A MITIGATED NEGATIVE DECLARATION will be prepared. —

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ✓

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed. —

Signature

Title: Director of Development Services

Printed Name: Mark Persico, AICP

Agency: City of Seal Beach

Date: June 7, 2011



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## 6.0 REFERENCES

The following references were utilized during preparation of this Initial Study/Environmental Checklist.

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3. California Department of Resources Recycling and Recovery, *Solid Waste Information System (SWIS) Database*, <http://www.calrecycle.ca.gov/SWFacilities/Directory/>, accessed on April 27, 2011.
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5. City of Seal Beach, *Boeing Integrated Defense Systems Final EIR*, certified July 28, 2003.
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19. South California Air Quality Management District, *Air Quality Management Plan for the South Coast Air Basin*, 2007, <http://www.aqmd.gov/aqmp/07aqmp/07AQMP.html>.
20. South Coast Air Quality Management District, *CEQA Air Quality Handbook*, November 1993, <http://www.aqmd.gov/ceqa/hdbk.html>.



## **7.0 REPORT PREPARATION PERSONNEL**

### **LEAD AGENCY:**

#### **City of Seal Beach (Lead Agency)**

211 8<sup>th</sup> Street  
Seal Beach, CA 90740  
562.431.2527

*Mark Persico, AICP, Director of Development Services  
Michael Ho, P.E., City Engineer*

### **PROJECT SPONSOR:**

#### **Bay City Partners, LLC**

627 Bayside Drive  
Newport Beach, CA 92660-7213  
949.723.6383

*Edward Selich, Project Manager*

### **ENVIRONMENTAL CONSULTANT:**

#### **RBF Consulting**

14725 Alton Parkway  
Irvine, California 92618  
949.472.3505

*Glenn Lajoie, AICP, Environmental Project Director  
Eddie Torres, INCE, REA, Environmental Project Manager  
Kristen Bogue, CEI, REA, Environmental Analyst  
Linda Bo, Word Processor/Graphic Artist/Document Assembly*





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